



Volume 16, No. 3

March, 1965

MATA HOLDS SUCCESSFUL '65 CONVENTION

The Montana Aviation Trades Association held its annual convention at Lewistown on February 25 and 26, with registration beginning at 1:00 p. m. on Thursday. Later in the day the board of directors met and the business meeting was conducted by President John Nordhagen of Choateau.

A no-host breakfast was the first item on Friday's program and featured a panel titled "For Your Information." The panel was conducted by Jack Hughes, Johnson Flying Service, Missoula and assisted by Mr. Henry Viche, region air officer, Region 1 of the U. S. Forest Service, Missoula and Mr. Arthur Gregory, state engineer from the Bureau of Land Management, Billings.

At 10:00 a. m. Gene Mendel, Mendel Flying Service Malta, was chairman for an agricultural panel which featured Mr. Fred Skoog of the U. S. Department of Agriculture speaking on low volume spraying experiments.

Walter Hensley, Hensley Flying Service in Havre, was chairman of the noon luncheon. Mr. Charles A. Lynch, MAC director, was featured speaker and presented his staff before addressing the group. Mr. Lynch gave a graph example of airport development in the past several years, the

financial structure of MAC and the use of monies on the airport program. He also covered the future plans and financing for proposed airport development in the coming years.

FAA representatives, Lee Mills, Helena GADO, Mr. Fred Lueneburg and Don Wright of the Billings GADO, spoke briefly and expressed their appreciation for being invited to the convention.

At 2:00 p. m. the business meeting continued on resolutions and nominations with President John Nordhagen conducting the meeting. During this session, Mrs. Mary Jo Janey, Aviation Education Supervisor for the Montana Aeronautics Commission, was invited to present her program and the new Aviation Science Guide for high school level. MATA gave wholehearted endorsement to the program.

At 3:00 p. m., Mr. Homer Holman, Skyway Flying Service of Great Falls, was chairman for a panel "Is Your Business on Course?" Featured on the panel were Ted Cogswell, MAC member and owner of Cogswell Insurance in Great Falls, discussing "Insurance and Bonding," Mr. Ward F. Junkermeir on "Accounting and Business Management," and Mr. Boyd Robertson from the Central Montana Bank in Great Falls on "Bankers Viewpoint on Aviation Business." An open question and answer period followed. This complete session was ex-

tremely informative and defined what you should know regarding financial procedures for good business practices.

During the 2 day meeting a number of important issues were considered, discussed and voted upon, and various recommendations and protests were made. Wires were sent immediately regarding MATA protest on the Federal Aviation Agencies decommissioning of airport beacons and proposed user charges.

The group also voted to endorse Montana's Bill 347 and wires were



Sumner Gerard addressing the MATA banquet, February 26.

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Official Monthly Publication
of the
**MONTANA AERONAUTICS
COMMISSION**

Box 1698

Helena, Montana

Tim Babcock, Governor

Charles A. Lynch, Director

Gordon Hickman, Chairman
Walter Hope, Vice Chairman
Carl W. (Bill) Bell, Secretary
Herb Jungemann, Member
E. B. Cogswell, Member
Clarence R. Anthony, Member
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MONTANA PROPOSING CHAPTER OF THE AIR FORCE ASSOCIATION

Recently Judge Stanley M. Doyle, Associate Justice of the Montana Supreme Court, Dale J. Henry, Vice President of the Northwest District of the Air Force Association and Col. Clancy Hill, made a trip to Great Falls to speak at Malmstrom AFB on the formation of a Montana Chapter of the Air Force Association. While Montana has, at the present time, 250 members in the AFA, we are one of 3 states without an organized, official chapter.

Col. George Budway, Base Commander of Malmstrom, hosted the luncheon meeting of approximately 50 airmen, officers and speakers. Procedures, problems and benefits of organizing a state chapter were given and discussed. The importance and desirability of Civilian Associate memberships are available to anyone with a sincere interest in aviation, while active memberships are held by Air Force personnel, active and retired. It was also pointed out that the AFA annual conventions held each September in Washington, D. C. are outstanding, worthwhile meetings with attendance ranging from 3,500 to 5,000 annually. (Information will be given as to the progress of the proposed Montana Chapter as plans progress).

PHONE INSTALLED AT HARLOWTON AIRPORT

The Harlowton Airport is pleased to advise pilots that a telephone was recently installed and the number is 632-4357.

A CASE IN POINT

By Charles A. Smith
Commission Attorney

"Safety Violation—Negligence in Taxiing Aircraft"

In a recent federal court action, the government was seeking damages resulting to one of its automobiles from a collision between the automobile and an airplane piloted by defendant.

On the day in question, defendant, a student pilot, went to the airfield for the purpose of receiving some additional flight instruction. Defendant held a student's permit. He had logged 85 hours of flight time and had soloed on numerous occasion. He testified that he had been instructed on ground safety, but had not had a formal test over Federal Aviation Agency rules.

Upon reaching the area where the plane he was to use was parked, defendant learned that his instructor had not yet appeared. He decided to taxi the plane from the parking area to the business aviation ramp to have the gas tank filled. The plane in question, a Piper PA-18, had conventional landing gears; i. e., two front wheels and a tail wheel. When this type of plane is at rest or taxiing, the nose of the plane points upward at such an angle that the pilot is unable to see the ground directly in front of the plane. In order to taxi the plane safely, the pilot must either make "S" turns by causing the plane to turn from one side to the other in its forward motion, thus permitting the pilot to look forward first out of the one side window and then the other, or else have someone walk beside the plane and guide the pilot.

Defendant started the plane's motor and called to the control tower for permission to taxi to the business aviation ramp for fuel. The operator in the tower granted permission and defendant began to taxi away from the parking area. He taxied the plane in a northerly direction and when he reached a point where he was to turn, he turned to his right and started to taxi east toward the business aviation ramp without "S"-ing. Almost immediately thereafter, he struck the government's car, which was parked near the ramp.

The court held that it is the responsibility of an airplane pilot to maintain vigilance from the cockpit to avoid collision while taxiing. In addition, the local taxiing rules, which were approved by the FAA and the

Airport Manager, required a pilot to ascertain that there will be no danger of collision with any person or object in the immediate area before he taxis his aircraft. The rules also require that "all aircraft shall be taxied at a safe and reasonable speed with due regard for other aircraft, persons and property." Such local rules are designed to promote safety and it has been stated that a violation thereof by one who had actual or constructive notice of them is negligence per se.

The court further found that the defendant's failure to maintain a proper lookout for objects on the ramp in the path of his aircraft constituted negligence. The fact that it may have been difficult for the defendant to maintain a lookout because of the design of the plane did not relieve him of that responsibility. He could either have had someone guide the plane from the ground or he could have made "S" turns. He did neither. Consequently, the court held the defendant liable to the United States for damages resulting to one of its automobiles from the collision. (United States vs. Hedburg, 217 Fed. Supp. 711).



FEDERAL AVIATION AGENCY ITINERARY LISTING

Airport	April	May	June
Bozeman		13	
(Gallatin Field)			
Culbertson	7		2
Glasgow		12	
Glendive	21		23
Great Falls	8	6	10
(International)			
Lewistown	28		30
Miles City		27	
(Municipal)			
Missoula	22	20	24
Sidney		26	

NOTE: Provisions have been made to give private pilot written examination on an appointment basis only at the following FAA Flight Service Stations:

Bozeman	Lewistown
Butte	Livingston
Cut Bank	Miles City
Dillon	Missoula

FOR SALE: 1953 PA-18 Super Cub "135", 2,110 hrs. TT-4 hrs. SMOH with new valves, camshaft and pistons, chrome cylinders—100 hrs. since new "150" landing gear, landing lights, large tail wheel. This plane well kept up and ready to go with a fresh annual day of sale. Price: \$3,500. Contact Lawrence Artz, Jordan, Montana, Phone 435-2343.

FOR SALE: Aero-Dyne spray unit for PA-18, 110 gal. Hi-Density—1962 model complete and ready to go. Price: \$550. Contact Lawrence Artz, Jordan, Mont. Phone 435-2343.

MATA—(Continued from Page1)

sent to the Montana Senate, convening in Helena.

The closing banquet was held at the Yogo Inn on Friday evening with approximately 80 persons attending. Al Newby, Flight Line Inc. of Belgrade and past president of MATA introduced State Senator Sumner Gerard of Ennis, the featured speaker. Senator Gerard presented the high lights of the 1965 Legislative Session pertaining to aviation and aviation interests.

The new officers were introduced, they are: Jack Archibald, President; Jeff Morrison, Vice President; Edgar Obie, Secretary-Treasurer; and Mrs. Elizabeth "Bitty" Herrin, was reappointed Executive Secretary.

The newly elected Board of Directors are: Walter Hensley, Homer Holman, Bob Cartwright, and outgoing President John Nordhagen.

The Montana Aviation Trades Association and guests give a sincere round of applause to convention chairman John "Bill" Rogers and his wife Lois for the excellent arrangements for a very successful convention.

MONTANA TOWER CONTROLLED AIRPORT OPERATIONS



TOWER

OPERATIONS

January, 1965
Total
Operations

Instrument
Operations

Great Falls	7,130	761
Helena	6,826	202
Billings	6,413	749
Missoula	3,272	230

LEWISTOWN TO HOST 1965 MPA CONVENTION

The 1965 Montana Pilots Association convention will be held in Lewistown on April 30th, May 1st and 2nd, with the business meeting commencing at 9:00 A.M. on Saturday, May 1st.

Lewistown has been preparing many months to assure all members of a worthwhile and constructive, yet fun-type, meeting. Let's have top attendance!!

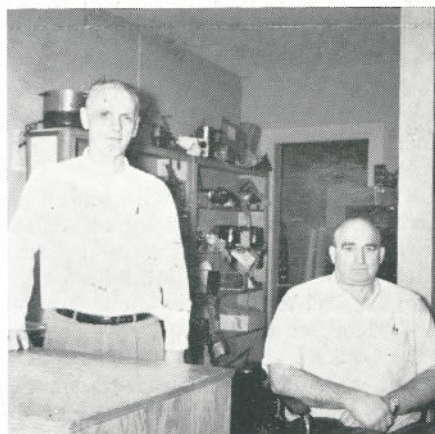
Hangars Note: All hangars submitting resolutions, please mail to: MPA Resolutions Committee, Drawer 71, Glasgow, by April 1st.

WINDSOCKS BEING MANUFACTURED BY HANDICAPPED, INC.

The Montana Aeronautics Commission recently awarded a contract for Windsocks to Handicapped, Inc. of Billings, Mont. The Commission has 24" and 36" windsocks available for purchase by airport owners and managers. (\$8.00 for the 24" size and \$16.00 for the 36" size). Several shipments of the socks have been received from Handicapped, Inc. and they are of the finest quality workmanship.

Handicapped Incorporated is a non-profit organization founded in 1960 by Dr. Louis W. Allard to provide training and remunerative work for those persons who otherwise are unable to obtain suitable employment within their capacity.

Dr. Allard is nationally recognized as an Orthopedic specialist and was honored by Pope Pius XI in 1932 when he obtained Knighthood in the Order of St. Gregory for his "Service to Humanity." Delos Kelly who has worked with Dr. Allard in Handicapped Inc. since its early lean years is presently General Manager.



Delos Kelly, Handicapped Inc. general manager and secretary, Lynn Coburn.

Handicapped Inc. is now providing full time employment for fifteen persons, part time for ten, while another twenty-one have worked at some time during the year. For every dollar donated to Handicapped, nine dollars are returned to the community and of this return \$26,000 was paid in wages to the Handicapped workers last year.

The organization provides working space, equipment supplies, special on the job training and employment,

with the workers being paid in accordance to their earning power. A variety of training opportunities are provided such as: upholstery, furniture refinishing, woodworking, household appliance repair, lawn mower reconditioning, clothing repair and alteration in addition to special projects such as our windsocks.



John Brown, shown putting the finishing touches on a windsock for the Aeronautics Commission.



Howard Vetteo shown repairing an electric lawnmower.

Shop services are divided into departments providing workers with employment geared to their physical disabilities and talents. The departments are integrated under a general program enabling workers to team up and work together on major projects.

Handicapped Incorporated has performed services for individuals and organizations in Northern Wyoming and nearly every point in Montana.

The next time you hear a man say, "It can't be done!" go away quick. He has an infectious disease.

MAC OFFICE MANAGER MOVES TO OREGON



Marge Davis

Marge Davis, Montana Aeronautics Commission Office Manager for the past two years left the Commission on March 1st to return to her home town of Eugene, Oregon, where husband Bob recently became affiliated with TV station KEZI.

We all feel that Marge deserves an "E" for efficiency and effort. During her time with the Commission, Marge developed an enthusiastic interest in aviation, enjoyed participation in a number of its activities and carried out her Office Manager duties in a capable and sincere method.

Marge, Bob and their two children came to Helena from Hawaii in 1961 and became part owners in a local radio station, purchased a home and were happy to be Montana residents. Both Marge and Bob particularly enjoyed our hunting and fishing and Marge left Montana and her many friends with a great deal of regret.

We regret having to say goodbye to Marge but certainly wish her and her family the very, very best.

The staff of the Commission held a no-host dinner in Marge's honor on Monday evening, March 1 and sent her off with a wholehearted "Thank You" and a "Visit Soon and Often."

FOR SALE: 1963 PA-18-150, 321 hours. With or without new 90 gal. belly tank and \$700 radio. Price: \$6,950 for all. Frank J. Billmeyer, Hogeland, Montana. Ph: 379-4696.

FOR SALE: Immaculate Cessna 140—all metal wheel extenders—VHF 963 TTAF-237 SMOH. Annualled Oct. Price: \$2,850. Contact Robert Agency Inc. P. O. Box 3048, Butte, Montana.

FOR SALE: 1959 Forney—Aircoupe—Narco VC26—T&B ROC—Sen. Alt. Rot-Beacon—Chrome Jugs—C90—12F Eng. All Metal—Perfect Condition. Price: \$3,500. Contact: Skycraft, Lewistown, Montana, or Phone: 538-5457.



CALENDAR

March 8—Great Falls, Local MPA Hangar Meeting.

March 10—Helena, Montana, Aeronautics Commission monthly meeting.

March 15—Cut Bank, Local MPA Hangar Meeting.

March 18—Glendive, Local MPA Hangar Meeting.

April 11—Malta, Local MPA Hangar Meeting.

April 30, May 1 & 2—Lewistown, MPA—1965 Annual Convention (Watch for further details).

May 8—Spokane Washington—Dedication Ceremony of the new air terminal of Spokane International Airport. 2:00 P.M. Saturday.

May 26, 27 & 28—Nassau Bahamas—The 15th all Women's International Air Race. Sponsored by the Bahamas Ministry of Tourism with the Florida Women Pilots Association directing. For additional information contact Mrs. Vera Brantz, Race Chairman, 1840 S. W. 85th Avenue, Miami, Florida.

June 12—West Yellowstone—Dedication of Yellowstone Airport and the inaugural flight of Western Airlines scheduled service. (Watch for further details).

July 24—Montana—The Second "Big Sky Race" sponsored by the Montana 99's. Open to all women pilots. (Watch for further details).

June 25, 26, & 27—Pendleton, Oregon—"The Pendleton 100." (Watch for further details).

October 11-13—Norman, Oklahoma—The National Airports Conference to be held at the center for Continuing Education University, University of Oklahoma. The conference is held under the joint sponsorship of the University of Oklahoma and the American Association of Airport Executives with the active support of the FAA. Persons, in all segments of the Aviation Industry, should endeavor to participate in this national conference.

FOR SALE: Cessna 182—1957 model—940 hrs. total time. Less than 100 hrs. on complete major including prop—Full panel—Rotating Beacon—Superhomer and low freq. receiver. Good oversize tires. Sharp looking and exceptional condition throughout—Price \$9,995. Contact: Jack Bell, 121 E. Main, Cut Bank, Montana, or Phone: 938-4115.



"A TWO-WAY STREET"

There is a great number of articles written on what services the General Aviation Operator should provide for his customers—however, little is said regarding the customers, shall we say "manners" to the operator. Do you always respect the fact that our operators supply a number of services that are not obligatory nor are they profitable for him?

As an example, the majority of Montana operators, located at airports without a car rental service are more than happy to have personal cars available for the customers local transportation needs—however, it is sometimes overlooked that, though they have no set fee for this privilege, they rightfully expect some reimbursement, usually a very nominal amount, to cover gasoline and oil costs. Do you always inquire regarding this fee or make an appropriate reimbursement?

We realize that the pilots in Montana do appreciate this particular courtesy by our operators and the few times that this has been abused was more than likely an oversight than an intention. Perhaps we occasionally take for granted a number of fine services we are fortunate to have available but we should always bear in mind that—Operator Courtesies should always work two ways—Operator to Pilot and Pilot to Operator.

FAA ANNOUNCES NEW POST FOR HENRY L. NEWMAN

N. E. Halaby, Administrator of the Federal Aviation Agency, today announced the appointment of Henry L. Newman, Deputy Director of FAA's Central Region, as Director of the Southwest Region. He succeeds Archie W. League, who moves to the Agency's Washington Headquarters as Director of the Air Traffic Service.

Newman is a career FAA employee and has been with the FAA and its predecessor, the Civil Aeronautics Administration, since 1946.

In his new post, Newman will direct the activities of FAA in five southwestern states—Arkansas, Louisiana, New Mexico, Oklahoma and Texas. His headquarters will be Fort Worth, Texas.

FOR SALE: 1954 Tri Pacer—208 HMO—Superhomer Radio. Priced to sell or trade. Contact V. E. Castle, Box 164, Billings, Montana.



Standing left to right: Col. Joseph B. Reber, commander, Montana Wing of the CAP; cadets, Cox, Snow, Simonis, Schwarzrock, Hackler; Guest, Col. Joseph R. Wine, guest speaker; cadets, Kirksey, Pelowitz, Hartfield, Fincher, Eckhart, Hoy, and Col. John T. Vance, commander, CAP's Rocky Mountain Region.

The Cadets winning awards at 1965 Screening Board Conference Banquet are shown with CAP officers and guests. (Seated left to right) Speaker of the House Ray Wayrynen; J. O'Connell, president of Eddy's Bakery; Dix Shevalier, division manager of Montana Power; James Eagan, vice president of Mountain States Tel. and Tel., and Rep. John Sheehy, master of ceremonies.

Peter Hartfield, Billings.
Dave Ditzel, Libby.
David G. Pelowitz, Billings, Alternate.

Space Age Orientation Course

Joe B. Eckhart, Billings.
Clifford J. Snow, Great Falls, Alternate.

Jet Orientation Course

Don J. Schwarzrock, Billings.

FAA Orientation Course

John M. Simonis, Billings.
Clifford N. Cox, Alternate.

Col. Joseph Reber, wing commander of the Montana Wing officially opened the two day meeting at 2:00 P.M. on the 6th, with a complete breakdown of the activities of events, and the meeting was turned over to Lt. Col. Arnold Rogers, wing communications officer for a two hour seminar on CAP communications. Lt. Col. Walter H. Marshall, director of radio and television for the Rocky Mt. Region held a public relations seminar; was assisted by senior member James Hand, who is acting as the Montana Wing public relations officer. Mr. Terry Bass, new director for the Montana Intermountain Radio Network, gave a short talk on the background of radio-newspaper and television news stories. Major Genevieve Nel-

son, wing finance officer from Helena was in charge of the Finance Seminar, and Major Kate Rogers of Helena was in charge of the seminar on supply section. Major Ezra G. Rickman, United States Air Force liaison officer for the Montana Wing of the Civil Air Patrol, and Sgt. Arnold Rahman, United States Air Force of the Montana Wing of the Civil Air Patrol and Mrs. Diane Batch, secretary for the U. S. Air Force were in charge of the two day activities.

Col. Raymond Wine, former Mayor of Helena, was the principal speaker at the banquet held at the New Placer Hotel. Rep. John Sheehy was master of ceremonies and Ray Wayrynen was featured guest.

SAFE PILOT'S 12 GOLDEN RULES

1. CHECK-OUT—PLAN AHEAD

Never fly an aircraft until you have been checked out by a qualified instructor and have completed a minimum of:

- a. One hour ground familiarization with controls, systems and aircraft operating limitations.
- b. Eight regular take-offs and landings (day or night).

c. Two cross-wind take-offs and landings.

d. Two short field take-offs and landings.

e. Repeat above if no recent experience with this model (6 months).

2. AIRCRAFT PREFLIGHT—PLAN AHEAD

Never start engine until you have:

- a. Checked weight and balance data.
- b. Determined that all objects in the cabin are secure and free of controls.
- c. Complete "walk around" preflight inspection.
- d. Determined that you have enough fuel on board for your flight . . . plus 15 minutes for take-off and 45 minutes at destination.
- e. Drained fuel from wing tank quick drains and underengine drain into transparent container for contamination check.

3. VIGILANCE—PLAN AHEAD

When at the controls, never proceed into an area on the ground or in the air without double checking for existing or potential hazards visually and by any other means available.

4. CONTROLS AND SYSTEMS—PLAN AHEAD

a. Never operate an aircraft unless you are thoroughly familiar with the operation and correct use of all controls and systems.

b. Never start engine, take-off, cruise, letdown or land until all prescribed procedures are accomplished from a check list.

c. Never operate an aircraft with a known malfunction. If malfunction occurs in flight, land at nearest airport.

d. When flying retractable gear aircraft, never raise flaps on landing roll. Wait until well clear of active runway, then double check the control you are activating.

e. Learn conditions conducive to the formation of carburetor ice. Stay alert for this hazard, and use carburetor heat at the first indication of icing.

5. WEATHER—PLAN AHEAD

a. During preflight—Get a thorough weather briefing. Establish clearly in your mind the current enroute conditions, the enroute forecast and the "escape route" to good weather.

b. In flight—Never risk losing good ground reference control. When encountering 1,000 feet or 5 miles make plans for possible retreat to alternate airport. When encountering 800 feet or less than 3 miles execute these plans immediately.*

AIRPORT NOTES



By James H. Monger
Assistant Director, Airports

Air Marking Questionnaire:

Returns are being received from registered pilots throughout Montana containing their remarks on the continuance of the Montana Aeronautics Commission roof top airmarking program. As of March 1, this office received 1,002 returned questionnaires with 845 being for the program; 141 against the program and 16 remaining neutral. Please return your questionnaire to this office if you have not already done so, so that your comments can be considered.

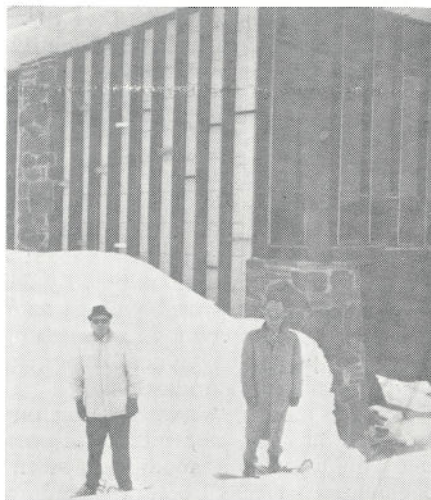
Sweetgrass: A meeting will be held in Sweetgrass on March 11, to discuss the possibilities of constructing a cross wind north, south runway on the border crossing airstrip known as Ross International Field which serves Coutts, Alberta and Sweetgrass, Montana. In attendance at this meeting will be representatives from the Montana and Alberta Flying Farmers, officials from the American and Canadian customs stations, Montana Aeronautics Commission and the Canadian Department of Transport offices.

Laurel: The City Airport Board at Laurel is now in the process of having land appraised adjacent to the Laurel Airport. The Laurel Airport Board intends to build a new paved northeast/southwest runway approximately 3,800 feet by 75 feet and in order to do this they will have to acquire land from an adjacent farm. The Airport Board will acquire sufficient property to allow the necessary space to construct a series of multiple T Hangar units. This proposed project will be a joint venture between the City of Laurel, Montana Aeronautics Commission and the Federal Aviation Agency.

Dillon: The Beaverhead Aeronautics Board has received a settlement

from a bonding company in the amount of \$12,500. The bonding company reimbursed the local airport board for damages that were attributed to poor construction practices by a contracting firm on the construction of their paved runway. It is now believed that the Beaverhead County Board will use this money acquired from their settlement to match Federal Aviation Funds and rebuild their runways with a more substantial pavement. They also would rebuild the ramp and apron area in front of the new administration building.

Yellowstone Airport: The new airport at West Yellowstone, Montana will be open for traffic on May 15, 1965. Western Airlines inaugural flight of their scheduled service into the Yellowstone Airport will start on June 12. The runways, taxiways, ramps and lighting system is completed and construction on the terminal building is approximately 90% completed. The airport is now under approximately 6 feet of snow and of course is closed to all traffic that is not ski equipped.



Robert Burggraf (left) and Pete Hill of Big Sky Aviation Inc. shown standing by a 16-foot snow drift near the front of the Yellowstone Airport Administration Building.

The Montana Aeronautics Commission is now accepting applications from interested firms who would desire to run the lunch counter restaurant facility in the terminal building. Other facilities in the Terminal Building will be a gift shop, Hertz and National Rental cars, Yellowstone Park Transportation Company, Big Sky Aviation Inc., Western Airlines

and United States Forest Service. The terminal building will also have a large lobby area for all air travelers, a pilot's lounge and a conference room. There will be direct line telephone service to down-town motels with limousines, and taxi service available.

Sidney: The city of Sidney and Richland county have recently entered into a joint resolution that creates a joint city-county airport commission for administering the Sidney Airport. The airports new name is going to be the Sidney-Richland Municipal Airport. The city and county have appointed five new members to serve on this joint airport board. The new members are J. Lalonde, Don Groen, Don Reese, Oscar Kvaalen and Allen Noyes. The new airport administration group is planning on redeveloping the Sidney-Richland Airport so that the airport will be able to accommodate the new Convair 580 Jet Prop type aircraft that will be used by Frontier Airlines.

14 MONTANA CAP CADETS RECEIVE AWARDS

On February 6 & 7, the Montana Wing of the Civil Air Patrol, held its Annual Screening Board and meeting in Helena. More than 150 cadets and officers were in the capital city for the two day event.

The cadets have qualified for this annual event by passing a full two year course that gives them a certificate of proficiency which includes knowledge of aero space education and the various phases of aviation. The screening board staff interviewed 20 cadets with the highest qualifications who were selected by the individual squadron commanders throughout Montana. These cadets were tested by the judges in 3 categories: their knowledge of Civil Air Patrol, Aviation and Current Events.

The following awards were made:

International Air Cadet Exchange

Jerry D. Hoy, Helena.

Ronald Frazee, Billings.

Steven K. Kirksey, Townsend, Alternate.

Girls Air Cadet Exchange

Sandra J. Guest, Kalispell.

Greydanus Hackler, Great Falls.

Three \$100 Flight Scholarships

(made available by the Montana Power, Mountain State Tel. & Tel., and Eddy's Bakery).

Walter K. Fincher, Kalispell.

c. On top—Never fly above clouds unless they are widely scattered, and then only provided there is at least 2,000 feet from the highest ground to cloud base.*

d. At night—Never attempt a night flight unless you're sure you'll have a 2,000 foot ceiling and 5 miles visibility and will encounter no frontal fog, ground fog or storm conditions.*

*Items b, c, and d do not apply if pilot is current and qualified for IFR.

6. SPEED STALL CONTROL— PLAN AHEAD

Never abruptly change the attitude of an aircraft nor allow its airspeed to drop below:

a. At least 160 per cent of stall speed when maneuvering below 1,000 feet.

b. At least 140 per cent of stall speed during straight approach or climb out.

c. At least 130 per cent of stall speed over threshold and ready for touchdown.

7. NAVIGATION—PLAN AHEAD

a. Plan to reach destination one hour before sunset unless qualified and prepared for night flight.

b. Never operate at an altitude less than 500 feet above highest obstruction (2,000 feet in mountain area) except on straight climb from take-off or straight-in approach to landing.

c. Predetermine "ETA" over all check points. If lost, never deviate from original course until oriented. Always hold chart so plotted course coincides with flight path.

d. Divert to nearest airport if periodic fuel check indicates you won't have 45 minutes reserve at destination.

8. TAKE-OFF LANDING AREA— PLAN AHEAD

a. Never take off or land unless on designated airports with current runway maintenance.

b. Be sure the runway length is equal to aircraft manufacturer's published take-off or landing distance plus . . . 80 per cent safety margin if hard surface, double the manual distance if sod, and triple the manual distance if wet grass (about same traction as ice).

c. After dark use only well-lighted night operated airports, and then use steeper approach attitude to clear unlighted obstacles.

9. TAKE-OFF LANDING LIMITS— PLAN AHEAD

a. Always plan touchdown 200 feet

inside of runway threshold.

b. Abort take-off if not solidly "airborne" in first ½ of runway.

c. Abort landing if not solidly "on" in first ¼ of runway. (first ¼ if wet grass).

d. Never relax control until engine is shut down and wheels are blocked.

10. WIND LIMITS—PLAN AHEAD

a. Never attempt taxiing when crosswinds or gusts exceed 50 per cent of stall speed unless outside assistance is used. Taxi very slowly when winds exceed 30 per cent of stall speed.

b. Never attempt take-off or landing when 90° surface crosswinds exceed 20 per cent of stall speed, or 45° surface winds exceed 30 per cent of stall speed.

c. Never taxi closer than 1,000 feet from "blast" end of powerful aircraft and then only when headed into remaining blast effect.

d. Never follow a powerful aircraft on take-off, in the air, or on landing without allowing for turbulence to subside (two minutes if a jet).

11. PHYSICAL CONDITION—PLAN AHEAD

Never attempt to pilot an aircraft if:

a. Less than 24 hours have elapsed since drinking alcoholic beverages.

b. You are extremely fatigued.

c. You are taking tranquilizing or sleep inducing drugs.

d. You are emotionally upset.

e. You are hypoxic from oversmoking, or from operating above 10,000 feet without oxygen.

12. STARTING ENGINE—PLAN AHEAD

Never attempt to hand-start an aircraft engine unless a qualified person is at the controls or, in an emergency, unless all wheels are securely blocked and strong, tight tie-downs are affixed to both wings and tail.—FAA Aviation News.

MAC STAFF MEMBERS ADDRESS MPA GROUPS

Continuing the attempt to keep Montana groups and individuals informed on Commission programs and efforts to further aviation in Montana, MAC staff members have accepted a number of speaking invitations at local MPA Hangars around the state.

CHINOOK—HARLEM HANGAR

On February 10, Mr. James H. Monger, Assistant Director and Jack Wilson, Safety and Education Officer were guest speakers at the Chinook-

Harlem MPA hangar. The meeting held in Ed Obie's garage meeting room was attended by 26 members with several traveling from as far as the Hogeland and Turner areas.

Jack Wilson, spoke on navigational aids in Montana and the planning for new aids in the state and briefly on the airway beacon relocation program. James Monger spoke on our airport development and what to expect in new airports for Montana in 1965. Praise was extended the Blaine County Airport Board for the business like way that the four airports in Blaine County, (Chinook, Harlem, Hogeland and Turner,) are maintained and continually improved.

The meeting was conducted by Ed Obie, President and four films were shown by Robert Buhmann, Secretary-Treasurer. Robert Taylor, Vice President of the Montana Pilot's Association urged all members to attend the annual MPA meeting in Lewistown on April 30, May 1 and 2. The group voted in favor of supporting House Bill 347 which is Aircraft Registration in lieu of personal property tax. A dutch lunch was served following the meeting.

SHERWOOD HANGAR

On February 16, Jack Wilson was guest speaker at the Sherwood MPA Hangar's meeting held in Plentywood. Jack's talk covered the status of Montana's navigational aids, airport development and the future of our airport development program. Jack also discussed the method and operation of the Search and Rescue procedures in our state. President Lyle Hoyt presided over the meeting which was held in the Vocational Agricultural room of the Plentywood High School and attended by approximately 25 members. Considering that a number of meetings were being held the same evening and the unfavorable weather conditions this was a very good turn out.

During the business session House Bill 347 was discussed and the decision was made by the group that endorsement of the bill would be made by the Sherwood Hangar and the appropriate legislators would be contacted as soon as possible.

SCHEDULED

Mr. Monger is scheduled to speak in Great Falls at the meeting of the Great Falls Hangar on March 8 and in Cut Bank on March 15.

Tentative plans are that Mr. Wilson will speak at the March meeting of the Glendive Hangar and the April meeting in Malta.

WEATHER BUREAU APPOINTS BEDKE DIRECTOR OF SALT LAKE CITY REGIONAL OFFICE

Dr. Robert M. White, Chief of the Weather Bureau, U.S. Department of Commerce, today announced the appointment of Hazen H. Bedke as Director of the Weather Bureau Regional Office in Salt Lake City.

The six Regional Offices of the Weather Bureau, formerly administrative offices, have recently assumed the additional responsibilities for complete management of the technical and scientific operation of the Weather Bureau field stations in their Regions.

Mr. Hugh D. Spangler, currently Regional Administrator, will continue to head the administrative activities within the Salt Lake City Region.



Hazen H. Bedke, new director of the Weather Bureau Regional Office in Salt Lake City.

In his new roll, Mr. Bedke will have the responsibilities for the direction of the Weather Bureau's broad scientific and public services in the areas of climatology, hydrology, weather observing, and weather forecasting. The Regional Office at Salt Lake City covers the eight states of Arizona, California, Idaho, Montana, Nevada, Oregon, Utah and Washington. The Salt Lake City Regional Office is responsible for the facilities and operations of eighty-one Weather Bureau Stations located within those states.

Mr. Bedke comes to the Weather Bureau from the First Weather Wing of the U.S. Air Force at Hickam Air Force Base, Hawaii where he provided meteorological support to Air Force and Army units within the Pacific area. Mr. Bedke joined the Air Force in 1941 at Fort Douglas, Utah and reached the rank of Colonel during his services with the Air Weather Services. He served at Andrews Air Force Base before he assumed his duties in Hawaii in 1961.

FAA ACCEPTING COMMUNITY REQUESTS FEDERAL AID AIRPORT PROGRAM

The Federal Aviation Agency is accepting requests for assistance under the Federal Aid Airport Program for fiscal year 1966. Requests received on or before April 2, 1965, will be considered for allocations of Federal funds to be made about June 30, 1965.

The Congress has appropriated \$75 million for the program with funds becoming available on July 1, 1965.

All public agencies which intend to improve or develop new airports in keeping with the recommendations of FAA's National Airport Plan are eligible to submit applications. Public agencies seeking funds are urged to make early application to FAA District Offices having jurisdiction over their state for assistance and advice in preparing the requests. Requests for aid submitted after April 2, will be considered on the basis of funds available at the time of submission.

The Federal Aid Airport Program is designed to develop an adequate national system of airports. Under the program, the FAA provides matching funds, generally 50 per cent of eligible project costs, for the development and improvement of projects related to safety at publicly owned airports. Construction of terminal buildings and hangars are not eligible projects.

Following is the FAA District Airport Office in Montana where applications should be filed:

Wesley R. Pearson, District Airport Engineer, Federal Aviation Agency, FAA Building, Helena Airport, Helena, Montana 59601, Telephone: 442-6457.

FOR SALE: 1951 Tri-Pacer 125 Lye. Blue and white—VHT 3 T & B-RC. Price: \$3,100, or will trade on rebuildable wreck or run-out. Contact Albright's Flying Inc., Roundup, Montana. Phone 323-1011 or Res. 323-1709.

CONGRATULATIONS



CERTIFICATES ISSUED RECENTLY TO MONTANA FLYERS

Border, Tom Moffet, Belgrade—Student
Donnes, Charlie M., Luther—Student
Clavadebscher, Carl J. Jr., Great Falls—Student
Wishman, Verne, Geraldine—Commercial
Litzinger, Mathias J., Great Falls—Private
Kraus, Patricia R., Great Falls—Private
Donald, Warren Lyle, Calgary, Alta.—Instr. add to Comm.
Mittal, Robert V., Geraldine—Commercial
Doyle, Patrick D., Turner—Private
Klapwyk, David A., Missoula—Student
Torgerson, Ronald L., Ethridge—Student
Cox, Clifford N., Winston—Student
Hoem, Laurence Roger, Greycliff—Student
Chesterfield, Burton P., Manhattan—Private
Daly, Paul L., Missoula—Com. AMEL (Mil Comp)
Wilhelm, Keith R., Missoula—Flight Instr.
Hopkins, March E., Helena—AMEL added to Private
Kirksey, Steven K., Townsend—Student
Clark, Robert W., Missoula—Rotorcraft-Helicopter added to Comm.
Hansen, Ermal, Fort Benton—Instr. added to Com.
Bowman, Rosemary L., Belt—Private
Allan, Douglas B., Laurel—Student
Turk, Augustine J., Missoula—Student
Miller, Robert E. Jr., Missoula—Student
Murray, Michael C., Savage—Student
Coats, Gerald Roger, Great Falls—Student
Bernet, James L., Helena—Student
Egner, Lawrence, Bozeman—Student
Buck, Howard D., Columbia Falls—Student

Jordan, Bruce W., Helena—Instr.
added to Advance Gr. Instr.

Stowe, John M., Great Falls—Instr.
& Boeing 377 added to Com.

Keilman, Gail J., Helena—Adv. &
Instrument Gr. Inst. added to
basic GI

Doney, Roger Lane, Great Falls—
Student

Hill, Stanley R., Winnett—Student

Johnson, Ralph J., S. Dakota—
Student

Haiges, Manfred L., Missoula—
Student

Harvey, Douglas W., Dillon—Private

Laubach, Dennis G., Great Falls—
Private

Robichaud, Robert E., Penhold, Alta.
—Com. & Instr.

Titchkosky, Archie R., Calgary, Alta.
—Com. & Instr.

Jackson, Wilbur R., Great Falls—
Inst. added to Com.

Stahler, Edward J., Helena—
Student

Black, Gary Floyd, Fairfield—
Student

Parcher, Gail Richard, Great Falls—
Douglas DC-3 added to Com.
ASMEL N Am. B-25 & Inst.

Higgins, Terry Thomas, Great Falls
—Instr. added to Com.

Fredrickson, Clyde Harold, Missoula
—Student

Tabish, George J., Missoula—
Student

Doyle, Vaughn W., Wichita, Kan.—
Student

Boyce, Bob Allen, Missoula—Private

Raymond, Keith E., Missoula—
Private

Johns, Kenneth C., Lethbridge, Alta.
—Commercial

Sherrick, Paul M., Polson—Student

Lueder, Floyd L., Great Falls—
Student

Flaherty, Louis W., Great Falls—
Private

Palmer, Charles A., Jr., Great Falls—
Private

Anderson, Richard H., Great Falls
—Student

Olson, Lance A., Great Falls—
Student

Sulenes, Norma L., Billings—Private

Daniel, Arthur D., Billings—Private

Williamson, Edward J., Billings—
Private

Montalban, Joseph V., Billings—
Private

Unsworth, Orvil Leroy, Glasgow—
Student

Albright, Rolan T., Roundup—
Airframe on Mech.

Averett, Cecil C., Cowley, Wyoming
—Student

Bailey, Thomas O., Sutton N.D.—
Instr. on Com. Flt. Inst.

Herrod, Thomas E., Billings—
Airline Trans C.

Eaton, Robert T., Billings—Private

Hass, Wm. H., Outlook—Private

Juel, Chester D., Scobey—Student

Vircks, Donald F., Riverton, Wyo.—
Instr. on Com.

Etchart, Mark S., Tampico—
Instr. on Com.

Clayton, Richard K., Billings—
Student

Sears, James H., Wyola—Student

Walker, Ned B., Hardin—Student

LeTellier, George B., Lewistown—
Student

Bauer, Jack L., Billings—Student

Marshall, Charles E., Lewistown—
Student

Neubauer, David Paul, Billings—
Student

Pett, Thomas Michael, Billings—
Student

Penrod, Jack W., Ashland—Student

Dennis, Glenn David, Hardin—
Private

Nelson, Roger Allen, Wolf Point—
Flt. Inst.

Dedman, Roy H., Billings—Student

AG AIRCRAFT REGISTRATION PROCEDURE REMINDER

In addition to the \$1.00 Aircraft
Registration fee to be submitted with
the new 1965 Ag. Aircraft application
form, the following requirements are
to be complied with for aircraft used
in spray operation.

1. Aircraft will currently be covered
by Public Liability and property
damage insurance in the amount of
\$25,000/\$50,000 and \$25,000.

2. Certificate of Waiver of Authori-
zation Form FAA 663.

3. Registration Certificate F A A
Form ACA 500 will be in order and
in the aircraft.

5. Current weight and balance as
required will be in the aircraft.

6. Operations Limitation FAA Form
309 or FAA approved Manual will be
in the aircraft.

NOTE: Requirement No. 1 (Insur-
ance coverage) does not have to be
complied with if an individual is
spraying his **OWN PERSONAL
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A recent addition to the MAC film
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Best Investment We Ever Made," pro-
duced by the Federal Aviation Agen-
cy and narrated by Arthur Godfrey.
The film demonstrates how the air-
port, as a transportation terminal
benefits the whole community and
depicts the executive and business use
of the aircraft and the airports im-
portance in the movement of goods.

Listed below are the films available
at the present time from the MAC Li-
brary.

Agricultural Aviation—14 minutes,
color.

Airport America—14 minutes, color.

Air Taxi, U.S.A.—15 minutes, color.

Aviation and the States—21 min-
utes, color.

Flight Decision—14 minutes, color.

Flying Businessman—14 minutes,
color.

Tom Jones, Night Flying Farmer—
10 minutes, color.

Roads in the Sky—15 minutes, color.

To Save a Life—14 minutes, color.

Montana and the Sky*—17 minutes,
color.

Flying the VHF Omni ranges—24
minutes, black and white.

Approach to Lane, GCA—24 min-
utes, black and white.

Approach to Lane, ILS—27 minutes,
black and white.

*Available to out-of-state viewers.

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